

support?

*The Defense Minister.* There are a lot of considerations that have to be taken into account. We have great respect and confidence in General Schwarzkopf, in the military judgments that he will make on the ground. He talks closely to our commanders there as well, which is very valuable to us. And we appreciate very much—and obviously my relationship with Secretary Cheney—but particularly the President's excellent habit of keeping in very close touch with Prime Minister John Major. And so, as far as I can say for the United Kingdom, the cooperation couldn't be closer. And we know, I think all of us, in our hearts, a whole range of issues that have to be taken into account before the President will undoubtedly have to reach a very important judgment.

Q. But right now do you think they have the balance?

*The Defense Minister.* Oh, I think there's some work to be done.

Q. Mr. President, do you feel there is pressure to get it over with? Either internal or international?

*The President.* I'm not going to take any questions here. But I must—like to identify myself with the remark we've just heard here. [Inaudible]

*The Defense Minister.* We've got a change of shift.

*The President.* This may be some of your troops coming in.

*The Defense Minister.* [Inaudible]

*The President.* I think so.

*The Defense Minister.* But it's been very useful to be able to see that exchange of views.

*The President.* I think there's a conscientious effort on his part to try to raise the

propaganda value—accusing us of indiscriminate bombing of civilians. And it's simply not true. And what's overlooked is the—a lot of the brutality that's so evident and so purposeful on his part—the treatment of the prisoners. The Scud missile attacks have no military value. The environmental terrorism has not taken human life yet, but it's pretty bad. And we are doing the right thing. And I'm just delighted with the cooperation. And we are on track. And I think most of the world knows it. But to hear this one-sided propaganda machine cranking out a lot of myths and falsehoods—but I don't think the world is buying it, frankly.

*The Defense Minister.* We didn't see many television pictures of the casualties in Kuwait, did we?

*The President.* No. It's still going on.

*The Defense Minister.* And of the civilians and the tens of thousands of civilians that must have lost their lives there?

*The President.* No, I think we're right on track—right on track and very proud to be identified with you all in this enterprise.

*Note: The exchange began at 2:05 p.m. in the Oval Office at the White House. The Defense Minister referred to Secretary of Defense Dick Cheney; Brent Scowcroft, Assistant to the President for National Security Affairs; Gen. H. Norman Schwarzkopf, commander of the U.S. forces in the Persian Gulf; and Lt. Gen. Frederick M. Franks, Jr., and Maj. Gen. Isaac Dixon Smith, commanding general and deputy chief of staff for personnel, 1st Armored Division, U.S. Army Europe and 7th Army. President Bush referred to President Saddam Hussein of Iraq.*

## Nomination of Catherine Yi-yu Cho Woo To Be a Member of the National Council on the Arts

February 12, 1991

The President today announced his intention to nominate Catherine Yi-yu Cho Woo, of California, to be a member of the Na-

tional Council on the Arts for the remainder of the term expiring September 3, 1994. She would succeed Marvin Hamlisch.

Since 1969 Dr. Woo has been a professor of Chinese in the department of classical and Oriental languages and literatures at San Diego State University in California.

Dr. Woo graduated from San Diego State College (B.A., 1968), California State Uni-

versity (M.A., 1972), and the University of San Francisco (Ed.D., 1981). She was born May 23, 1935, in Peking, China. She is married, has two children, and resides in San Diego.

## Remarks Announcing Proposed Transportation Legislation *February 13, 1991*

Mr. Secretary; a special welcome to Senators Riegle and Moynihan, Congressman Larry Coughlin; and let me just welcome all of you to the White House. It's great to have you here. And it's great for me to be with our able Secretary of Transportation, whose baby we are unveiling here.

Thirty-five years ago, President Eisenhower envisioned an interstate highway system that today is a reality. And his idea fueled development in this country for a generation and united the States as never before—economically, politically, and socially. So, take a look at any map in our country, and you'll see President Eisenhower's legacy for a strong America.

Today the interstate system is virtually complete, and Americans enjoy unequaled mobility. But in the years since its construction began, there have been major demographic shifts and travel changes in our country. And we have a remarkable highway system, but as Sam has told you and certainly told me, much of it needs improvement. And we need to move forward to meet the transportation needs of the coming generations. It's time to take the first step on the long road that lies ahead. And the status quo will simply not get us there.

Economic competition in the 21st century is going to be tougher than ever before. We can help build competitiveness and improve the links between workers and jobs and goods and markets. Already, transportation accounts for about 20 percent of total consumer spending. And we've got to find ways to expand our Nation's mobility for urban Americans, for rural Americans, and for Americans with disabilities who are on

the move.

So, today we're unveiling a blueprint for a national highway system. This map explains it. Sam has been, I understand, briefing on that here. We've designed new legislation—the Surface Transportation Assistance Act—to reform existing highway programs and increase funding for what works, to prepare for the next American century.

And to do it, we must invest in our future. So, we're investing \$105 billion in our transportation infrastructure over the next 5 years. Highway investment will increase by 39 percent to \$20 billion by 1996. And funds for capital investment in mass transit will increase by 25 percent. And we've proposed a 34 percent increase in funding for highway safety programs over the next 5 years.

The future of Americans' transportation rest on the new foundation that we're laying today. Building on the success of the interstate system, this bill provides for the designation of a new national highway system which concentrates Federal dollars on the rehabilitation and improvement of our most critical highways. It creates a new urban-rural block grant that will streamline narrow highway grant programs into a larger, more flexible block grant.

The legislation will reduce the backlog of bridges needing repair and replacement. It promotes efficiency by cutting redtape for the trucking industry. The bill also focuses attention on the needs of our cities, where millions of our citizens depend on public transit. Mass transit in urban areas will be maintained and improved. And under this legislation, funding for it will become more stable and equitable.